THE DELAWARE AND HUDSON RAILROAD BULLETIN

APRIL 1, 1935

PLOTTER KILL
KELLY'S, N.Y.

On the Train

I LOVE the feel of the cushioned seat,
And the absence of jolt and jar;
There's a sense of comfort that's so complete,
When I ride in a railroad car.
And I like the friendly porter's smile,
When he offers to carry my grip;
In fact, I enjoy each fleeting mile,
When I go on a railway trip.

Then at night, when I'm snug in my Pullman berth,
While the train glides swiftly along,
I am lulled to dreams of a heavenly earth,
By a sort of rythmic song.
It's the steady hum of the sturdy wheel,
As it carries its precious load,
Singing a note at each joint of steel,
As it rolls o'er the gleaming road.

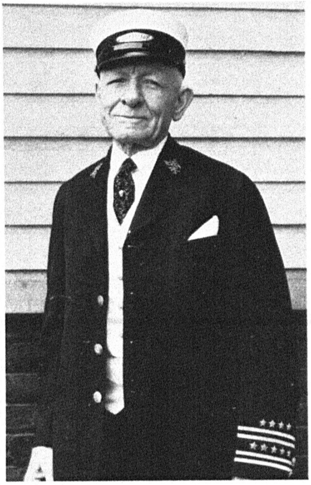
I care not to ride o'er the rolling sea,
For a life on the bounding main
Hath no particular charm for me,
But I do love a railroad train.
You may want to ride in an automobile,
Or aloft in an aeroplane,
But I'm for the good safe road of steel,
And a speeding railroad train.

—C. E. CALKINS.

The
DELAWARE AND HUDSON RAILROAD
CORPORATION
BULLETIN

World's Train Service Record

Held by Retired Veteran "Montreal Limited" Conductor



CHARLES G. THAYER

NINE gold stars and four bars on his sleeve, indicating 65 years in Delaware and Hudson employ, distinguished Conductor CHARLES G. THAYER, of the *Montreal Limited,* the oldest man in point of train service at the time of his retirement on pension January 1, 1935. His is believed to be a world record. MR. THAYER started in the master mechanic's office at Green Island as messenger in 1869, became a trainman a few years later, and in 1881 began his 53-year career as a conductor running from Troy and Albany to Whitehall, later to Rouses Point, and, eventually, Montreal.

Transportation figures prominently in MR. THAYER'S earliest recollections. His father, who operated the "American House" in Glens Falls when CHARLES was born, December 12, 1855, was one of a partnership which operated four- and six-horse Concord stage coaches from that city to Fort Edward, its across-the-river-neighbor, Moreau Junction, and, in a northerly direction to Lake George, Warrensburg, Chestertown, and Pottersville. These stages connected with the Rensselaer and Saratoga (now Delaware and Hudson) passenger trains at Fort Edward. Passengers from this train were carried to Glens Falls the same evening, spent the night in one of that community's two hotels, and completed the 40-mile trip to Pottersville or to intermediate points the following day. This stage turned about immediately, completing the southward trip in time to connect with the Troy- and Albany-bound train that evening. CHARLES, oldest son in a family of three boys and two girls, spent many of his childhood days perched beside the stagecoach drivers on their thrilling dashes over the rough mountain trails.

When, on July 4, 1869, the locomotive *Whitehall,* with Engineman John Nichols at the throttle, a coach and combination baggage and smoking car with Conductor Merch Bradt in charge, steamed into Glens Falls to complete the first rail journey over the newly-built Glens Falls Railroad, the stage line between that point and Fort Edward was abandoned.

Meanwhile, the elder Thayer, serving as wagonmaster with the 22nd New York Volunteers during the Civil War, had been thrown from his horse while carrying dispatches and returned home. Immediately thereafter the family moved to Troy, where the father engaged in the forwarding business, shipping coal into Canada by canal boats which returned to New York City laden with barley.

In Troy, CHARLES, who never had shown much interest in his lessons, "played hookey" more frequently than he attended school, spending every available minute aboard and about the trains operating into the Troy Union Railroad station. His passion for railroading was increased by the conversations of the railroad men who came nightly into his father's newly-established restaurant in Fulton Street for dinner. Among them was Rensselaer and Saratoga Master Mechanic William B. Gage, who, hearing of CHARLES' interest in railroading, told him to report at his office one Monday morning in 1868 prepared to go to work.

Mr. Gage made him the office messenger boy, cautioning him to "stay put" in a designated chair in the outer office until he was needed. Every time he was sent to one of the shops, then located just west of the present site of the Green Island depot, CHARLES lingered long enough to learn all he could about the various types of work going on.

In the old Troy Union Station, since replaced, the four railroads operating trains into Troy had separate baggage rooms and ticket offices. At the south end of the structure was the office of the Hudson River Railroad, which had two "bicycle-type" (4-2-0) engines, the *Dana* and the *D. T. Vale*, pulling trains of green coaches between Troy and Greenbush (now Rensselaer). Next were the quarters of the Troy and Boston Railroad, now the Boston and Maine. Then came a stairway leading to the Rensselaer and Saratoga offices on the second floor where President LeGrand B. Cannon, Vice-President and General Manager George H. Cramer, his assistant, Thomas White, and Superintendent I. V. Baker were quartered. Beyond the stairway, on the ground floor, was the Rensselaer and Saratoga's section, Thornton's newsroom, the telegraph office, and, at the north end, the New York Central Railroad's ticket office.

The next year CHARLES was made depot ticket inspector, it being his duty to examine and punch every ticket before passengers left the main waiting room for the train shed.

He entered the train service June 16, 1870, as a passenger brakeman, when Conductor John Campbell, after asking Superintendent Baker's permission, made him a member of the crew of Rensselaer and Saratoga trains 1 and 6 operating between Troy and Whitehall. On the northward trip No. 1 stopped at Waterford Junction to pick up cars from Albany, and at Whitehall the train was split into two sections on the forks of a "Wye," one section going to Rutland while the remaining cars were taken to Lake Station to await the arrival of the boat from Rouses Point that evening. On the homeward journey they picked up the cars at Whitehall which had made the round trip to Rutland during the day, and again split their train into two sections at Waterford Junction; one for Troy, the other for Albany.

At the latter point they regularly followed a practice which, according to MR. THAYER, would result in a jail sentence today; both trains were made up with "flying switches." Approaching the junction the bell and branch cords were disconnected, the engineman gave the crew slack and the train was cut into three sections: the engine and baggage car were switched down the Troy main; five cars were guided down the Albany main, and the balance of the train followed the baggage car and engine. Link and pin couplings complicated matters, but flying couplings were made nevertheless. When the engineer gave him the slack, each trainman pulled one of the pins, leaving the link held securely in place by the other pin. When the second section overtook the first he dropped the unengaged pin at just the right instant and the train proceeded with very little delay.

The branch cords referred to above, were part of a unique emergency braking system used on Rensselaer and Saratoga cars. The bell cord ran the entire length of the train, connecting the cars with a signal gong in the engine cab. In each car was a "branch cord" running from the bell cord to the release mechanism on a spring brake on the trucks. Should the engineer desire he could, by pulling the bell cord, trip the release on the Cramer automatic brakes on every car in the train. Once each week these brakes had to be sprung for test purposes, then laboriously wound up again by the train crew.

On most trips No. 1 had two engines, such as the American (4-4-0) type *William B. Gage* and *G. M. Cook*. In 1875 MR. THAYER was made baggageman on these trains, although he also was frequently called as extra conductor to handle the directors' car and the pay car.

His first job as a regular conductor was on the Albany-Troy locals from 1877 to 1879. He left Troy at 7 A. M., arriving in Albany at 7:30, began the return trip at 8, reaching Troy at 8:30. This was repeated until 4 P. M. when another crew came on duty to continue the local service until 9:30 P. M., and later, with the addition of another round trip, until 11 P. M. At that time well over 1,000 passengers were carried by the locals daily.

In 1881 two Troy-Whitehall trains were combined and MR. THAYER was placed in charge of the new train which usually consisted of two engines and from eight to twelve candle- or kero-

(Concluded on page 60)

Snow Trains

of Delaware and Hudson Proved So Popular That Similar Summer Sports Excursions Are Planned, Starting Memorial Day.

NOTICE
THESE TRAILS ARE SPONSORED AND MAINTAINED BY THE GORE Mt. SKI CLUB.
The Ski Club Assumes No Responsibility Of Any Sort In Relation To The SKI TRAILS
You Use These TRAILS At Your Own RISK.
USE CAUTION AND AVOID ACCIDENTS. Please Do Not WALK In TRAILS
You Are Invited To Join The GORE Mt. SKI CLUB. Inquire At The HUT or VILLAGE

It's 27,000 feet down hill!

WINTER sports in the Adirondacks—skating, skiing, snowshoeing, and tobogganing—were made available to Capital District enthusiasts of all ages, regardless of their ratings as amateurs or experts, by the operation of Delaware and Hudson "Snow Trains" at excursion rates from Schenectady and Albany to North Creek on five Sundays between January 20 and March 10.

The territory surrounding North Creek offers abundant snow for skiing, snowshoeing, and tobogganing and ice for skating throughout December, January, February and well into March, when neither ice nor snow may be available in the Captial District. The village itself is situated at an elevation of 1,300 feet and the slopes of 3,195-foot Gore Mountain, on which five ski trails have been laid out, are snow-covered during the entire winter season.

The first "Snow Train" was operated at the request of the Schenectady Wintersports Club on March 4, 1934.

The idea proved so popular that five additional "Snow Trains" were operated in 1935, four from Schenectady and one from Albany.

The "Snow Trains," including in addition to the coaches and dining car, a baggage car for carrying winter sports equipment, left Schenectady and Albany at 8 A. M., and arrived in North Creek at 10:45. The entire train stood at the station all day, a "hotel on wheels," available for lunch, lounging, and resting, the cars being kept heated for comfort of the excursionists. Upon leaving the train, the crowd divided into smaller groups of skaters, skiers, tobogganers, and snowshoers.

Skaters had but a ten-minute walk down Main Street to a rink which is kept clear of snow by the residents of North Creek.

"Over the Ridge" west of the village, are knolls and slopes of varying heights and pitches for tobogganers and inexpert skiers. Thrills and spills aplenty were experienced by tobogganers on the steepest slope, which had just enough bumps and sudden "drop-offs" to make the hardiest catch his breath at intervals in the several-hundred-foot run down the mountainside. Free instructions were given to skiing novices on the practice slopes in this vicinity immediately after the arrival of the train, with the thought that they could safely venture on the ski trails after they had become familiar with the various steps and turns involved. Marked trails

Arrival of "Snow Train" at North Creek

Just for practice

for snowshoers lead through the woods surrounding the village in all directions.

Experienced skiers could choose any of the five ski trails laid out and maintained on Gore Mountain by the Gore Mountain Ski Club. These are, incidentally, the only mountain ski trails in the country where a bus carries the skiers to the top, from which point he can ski directly to the village from which he started. Although one is 27,000 feet long, as many as three trips can be made in one day by using the bus service.

On the return the trains left North Creek at 6 P. M., reaching their destination shortly after 8:30.

Winter sports lovers of all ages, living in as widely scattered communities as Rutland, Vt., Williamstown and Pittsfield, Mass., and Hudson, Castleton, Stephentown, Berlin, Fort Plain, Chatham, and Oneonta, N. Y., took advantage of the "Snow Train" service.

Many of the younger people who rode the "Snow Trains," although they had traveled thousands of miles by automobile, had never before been on a train. In one group eight girls of high school age, but one had previously ridden on a railroad train. To the remaining seven the trip itself was every bit as thrilling as the sports they enjoyed at North Creek. They were so impressed by the comfort of the rail journey that they look forward to making future trips by rail.

Bump!

Another related thought was expressed by an Albany physician who rode the "Snow Train" on February 3. He ordinarily travels by automobile but would not consider driving to the Adirondacks, much as he enjoyed winter sports, for the trip itself, over icy roads, would consume so much energy that he would be overtired if, at the end of a day's strenuous exercise, he had to drive home. As it was, someone else did the driving, he had nothing to do but sit by a window and enjoy the scenery on the northward trip, he could use up all his energy, and rest on the way home. Furthermore he knew that if the railroad said he would be back in Albany at 8:45 he could depend upon it, which is more than he could say for his own or anyone else's driving. This doctor also thought it most encouraging that the younger people showed so much interest in healthful, outdoor sport, in clear, fresh air.

On the skating rink

In view of the reception given the "Snow Trains" by Capital District enthusiasts, it is safe to say that their operation will be resumed as early as possible next winter.

Meanwhile a summer sports train, the *Outdoorian*, has already been scheduled to make its initial trip from Schenectady to North Creek on Memorial Day. The party making the trip, which has been limited to 300 persons, will be carried in buses

(*Continued on page 60*)

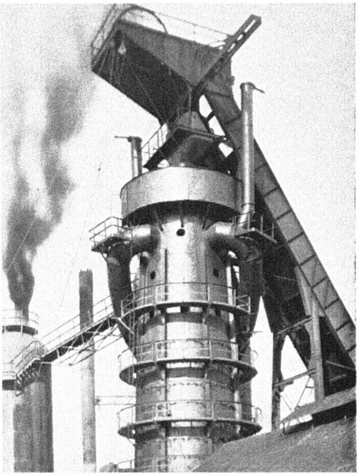
Chateaugay Iron

From the Catalan Forge Era to the huge Golden Gate Bridge its remarkable qualities have steadily developed a world-wide market. A brief history of the Company prefaces a description of modern methods used in mining, preparing and marketing the ore, pig iron and ore tailings, an important by-product.

JUST about the time the Wurts brothers were laying the foundation of what was to become The Delaware and Hudson Company, in the wilderness of northeastern Pennsylvania, by building a log house on the site of Carbondale and opening a rude anthracite mine, an old trapper named Collins was pushing his way through another wilderness to discover by chance the outcroppings of the now world-famous Chateaugay Iron ore deposit. That the two, nearly 400 miles apart, came to be connected by the same railroad is of nearly as much interest as the detailed account of the history and operations of the properties now known as the Chateaugay Ore and Iron Company recently compiled by Mr. J. R. Linney, Vice-President, and the subject of his address before the meeting of the Delaware and Hudson agents at the Hotel Champlain last September.

Although the first actual record of the discovery of the ore bed appears in 1823, it was not until about 1873 that the development of the property was begun in earnest by the Chateaugay Iron Company, organized by Smith M. Weed and Andrew Williams. It was Weed who had, a year previous, traveled to New York and succeeded in interesting the Managers of The Delaware and Hudson Canal Company in the construction of the New York and Canada Railroad from Whitehall to Plattsburg.

There were already a number of Catalan forges and iron works in operation in Clinton County. As far back as 1803 William Bailey erected one on the Chateaugay River below Lower Chateaugay Lake and it was not far from this site that Pope, Williams & Company, of Plattsburg, built a 10-fire Catalan forge in 1874, ore being obtained from the Chateaugay ore beds.



Blast Furnace, Standish, N. Y.

The obstacles interposed by nature were tremendous. Thirteen miles of plank road had to be built through the mountains from Saranac Hollow, on the Saranac River plank road, to the ore bed. Here nature compensated in some degree for her lack of cooperation by placing the rich ore right on top of the ground so that it was only necessary to load it into wagons by hand. When the sides of the pit grew too steep for horses pulling loaded carts, it became necessary to load the ore into small cars which were hoisted to the surface by a "whimsey," a hoist which derived its power from patient horses walking in endless circles about a capstan drum. All drilling was, of course, done by hand until the advent of pneumatic tools which later speeded up production tremendously.

A steam launch and a barge of 150 tons capacity were soon put in operation to carry the ore through the Chateaugay Lakes. This eliminated the long haul over the plank road to Belmont, where the ironworks stood, its 20 fires making it the largest Catalan forge in the country, if not the world.

The Catalan forge furnace, in which iron is made direct from the ore, was an open hearth, about 2½ by 3 feet, with a stack some 25 feet high to carry off the gases. A bellows or a trompe, in which water falling some 25 feet through a pipe induced an air current, furnished the blast. To a charcoal fire, stimulated by the blast, iron ore and charcoal were added alternately in small quantities until the batch of iron, called a "loupe," weighing about 300 pounds, was made. This usually took about 3 hours.

The "loupe," in a pasty state, was pried loose, then lifted from the furnace with great tongs, and taken to a trip hammer where it was forged out into a "bloom" or billet about 5 inches square and from 2 to 6 feet long, depending on market requirements. The billets were then loaded on carts and hauled 17 miles through the mountains to the railroad at Chateaugay.

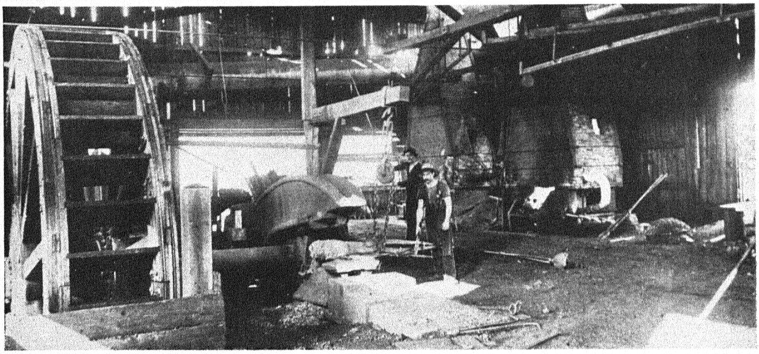
The realization that railroad facilities were essential to the success of the ironworks led to the organization of the Chateaugay Railroad Company, the leasing of the Plattsburg and Dannemora from the State, and the extension of the line to the ore bed. On December 18, 1879, the first train of ore was moved to Plattsburg over the new line.

In 1881 the Chateaugay Ore and Iron Company was incorporated and purchased the properties of the Chateaugay Ore Company, the Chateaugay Iron Company, a furnace at Plattsburg, and the Chateaugay Railroad Company. The Delaware and Hudson Canal Company became closely identified with the new company at this time.

Operations were now under way at Belmont, Lyon Mountain and Standish, as well as the charcoal blast furnace in Plattsburg. Crude methods still prevailed, though by this time it was necessary to actually mine the ore. After being blasted loose it was loaded in wheelbarrows, pushed to the mine shaft, and dumped into skip hoists which brought it to the surface. Here the rich lump ore was sorted by hand, some being shipped direct to steel mills for use in open-hearth and puddling furnaces.

As increased production required more charcoal, the Company went deeper into the forests in search of suitable material. The railroad was extended to Standish, where a blast furnace had been erected, and, later, to Loon Lake serving the furnace, charcoal kilns and woodlands.

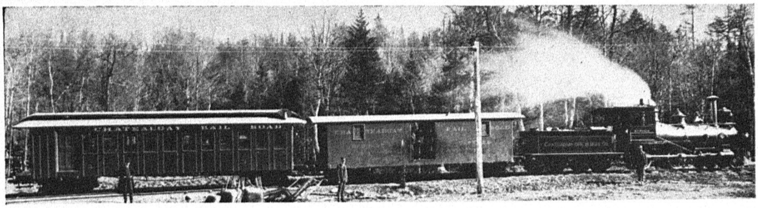
Pig iron continued to be made in the new furnace at Standish, and bloom iron in the forges at Belmont, until 1893. The major depression of that period having gotten well under way by this time, the Company consolidated its operations at one point close to its railroad, by moving its forges from Belmont to Standish, so that both bloom and pig iron could be made at that point and shipped by rail.



Waterwheels furnished power for the Catalan Forges

As the Bessemer process for making steel and the "puddling" of wrought iron grew in favor, the demand for Catalan forge blooms decreased, not on account of the quality, but because these processes cut in half the cost of wrought iron and steel of the grade required for most purposes. As a result, the American bloomery, which for many years had been the backbone of the nation's iron and steel industry, was doomed.

By this time The Delaware and Hudson Canal Company had a considerable financial interest in the Chateaugay Ore and Iron Company, and, upon the recommendation of President Wilcox, the Company took over its operation in 1903. Between



Narrow Gauge Train on The Chateaugay Railroad

the years 1903 and 1907 a great deal was done in the way of replacing much of the lighter equipment with heavier and more substantial machines.

Then, in 1907, came the new President, MR. L. F. LOREE, with many years of engineering experience. He immediately perceived the opportunity for Chateaugay products to supply lading for the coal cars which, having moved loaded to destinations in northern New York and Canada, would normally have to return empty to the mines of Pennsylvania.

A well defined plan of study of the property was put into action. This included magnetometric and geological survey, diamond drilling, chemical analysis, and surveying and mapping the mine workings. The result of this survey showed that the Chateaugay ore beds were of tremendous size, containing an almost inexhaustible supply of iron, practically free from sulphur and phosphorus.

In order to facilitate the development, a new shaft was sunk to a depth of 1,685 feet. This is divided into four compartments, all enclosed in steel and concrete: one for pipes and ladderways, one for men and supplies, and two for the removal of the ore. Modern machinery has been installed throughout, and like the rest of the Delaware and Hudson properties, the Chateaugay Ore and Iron Company is ready for peak production on demand.

(To be continued)

This and That

ABOUT 7 million dollars is spent yearly in blowing the whistles of locomotives on the railroads of the United States. It requires approximately 8,000 lbs. of steam to blow the whistle for one hour. To accomplish this, about 4 tons of water must be evaporated and 1,190 lbs. of coal consumed. It is estimated that all the locomotives of the nation put in a grand total of 11,200 hours of blowing each day requiring something like 2,000,000 tons of coal each year for this purpose.

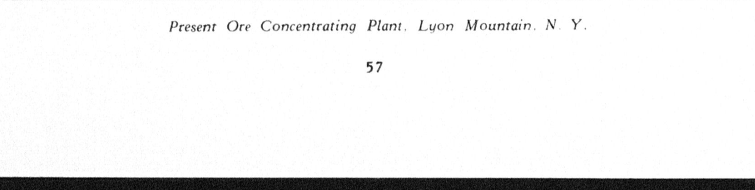
The skin of an elephant weighs over one ton.

A good milk cow will produce her own weight in milk about every twenty-one days.

Unbreakable buttons are made from blood by the Rochester New York Button Co.

The largest flower in the world grows in Indo-China. Its name is *Rasslesia Arnoldi* and it is over 3 ft. in diameter.

Chimney-swifts are the most restless of birds. It is estimated that they are in flight about 19 out of every 24 hours. They fly between 600 and 700 miles daily.



Present Ore Concentrating Plant, Lyon Mountain, N. Y.

The

Delaware and Hudson Railroad
CORPORATION
BULLETIN

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ALBANY, N. Y.

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All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

Vol. 15 April 1, 1935 **No. 4**

Strong reasons make strong actions.
—SHAKESPEARE.

Our Birthday

WITH this issue *The Bulletin* begins its fifteenth year. Starting as a single sheet, printed on one side only, and unillustrated, it gradually grew to 16 pages, with occasionally a 20-page edition. Scenic covers and illustrations were added, and the magazine continued on a semi-monthly basis until August 1, 1932, when, for reasons of economy, it was put on a monthly schedule which has been adhered to ever since.

The Bulletin is unique among railroad magazines in that it devotes its columns principally to the discussion of the larger problems of the employe as an individual and of society as a whole, rather than to items of a purely personal nature. A discussion of the fundamentals of economics and the citation of examples taken from history during all the ages to prove that certain causes will invariably produce certain effects, is far more valuable to the majority of our readers.

Never before have we been bombarded by so much misinformation. Never before have so many means been available to those who would overwhelm and confuse us as we try to face the facts and think clearly amid the swarms of doubts and fears that surround us.

If *The Bulletin* can acquaint its readers with the fundamentals upon which our entire social order rests, so that they may think for themselves and make decisions on a basis of fact rather than prejudice or partisan bias, it will have accomplished its purpose.

Inside and Out

MOST of us have tip-toed into a Pullman sleeping car late at night in the wake of a silent-footed porter, all too conscious of the little sign prominently displayed just inside the door as you enter the car, "Quiet is requested for the benefit of those who have retired."

As we lay in our berth we wondered why the Pullman Company put the sign inside the car. Paying passengers were required to keep silence while outside pandemonium seemed to reign. Probably the noise was no louder than the usual daytime confusion of a large terminal, but the quiet of the interior of the car seemed to magnify every sound to the volume of a loudspeaker. There was the banging shut of doors and slamming of traps up and down, the cheery greetings and exchange of commonplaces across a couple of tracks and three platforms. It all showed that the crews were so accustomed to night work that they acted just as they would in the daytime.

We have had the same thing happen at from five to six o'clock in the morning as the train stopped en route. None of our personal experiences of this sort have taken place on Delaware and Hudson trains. It simply occurs to us that the best efforts of engineers in handling trains smoothly, dining-car crews who function faultlessly, courteous ticket agents, and all the others of the great and unseen host required to speed the traveller over the railroad can be brought to nothing by the thoughtlessness of one or two persons.

Every time we see a sleeper standing at night, either in a train or on a siding, let's imagine we see that little "Quiet is Requested" sign hanging right on the OUTSIDE of the car. Look for it.

Produce and Prosper

THERE is no sound reason why more labor should be used in production than is necessary. Nor have we in this country ever come anywhere near to the production of the amount of wealth which it is well within the capacity of our people to consume or utilize. Shorter work days, except to supply needed opportunity for rest, leisure, and recreation, are merely a counsel of despair and a confession of inability to solve the problem as it should be solved. It is not so much a question of the redistribution of wealth as it is of an increase in the opportunity to consume wealth which will permit of a far greater production of wealth."—*Joseph B. Eastman.*

A Mother Asks

"Why are Home Accidents Taken as a Matter of Course?"

FATHER teaches son that he MUST whittle away from himself, but mother permits daughter to slice potatoes and other vegetables against her thumb. Perhaps it is with the use of knives that most home accidents occur. There seems to have developed through the years a "permissible expectancy" idea about cuts. How very often we hear said casually and with no thought of reaction other than annoyance, "I just cut my finger a little," or "The knife slipped and I sliced my thumb. Yes, it will be sore for a few days, but it won't amount to much—cuts heal quickly for me"—thereby both justifying and dismissing the accident.

In the first place and as a general rule, sharp tools are the safest. To be sure, a sharp knife must be treated with care, but it is rarely a sharp knife that slips—it is one too dull to cut which does the best it can do—slip.

Another general statement—most home accidents occur because of lack of conveniences. An awkward method is never a safe method for anything. So many inconveniences and danger hazards can be easily changed to conveniences, and safe working conditions, and WILL BE, once the housewife becomes safety conscious, for her ingenuity has grown keen with the years of making a little do much.

To return to the ever troublesome but indispensable knife, and the ever recurring slicing of potatoes. The end of a small wooden box makes an easily handled board upon which to slice potatoes and other vegetables. The first few will not be so evenly cut, nor so quickly, as are the "against the thumb" cut ones, but the work will be far more safely done, and with practice, skill will come. Chefs and chef's helpers become so skilled that they slice as evenly and more rapidly than machines. SKILLED COOKS GUARD THEIR HANDS AS CAREFULLY AS DOES A SURGEON, and for the same reason—an open cut or sore from a burn is dangerous, and a bandage interferes with their dexterity—and another accident may then follow.

Tin cans are a growing household hazard, for care in handling them has not increased with the big increase in their use. It is almost needless to say that a cut from a tin can is usually more bothersome than one from a knife—the cutting edge is irregular and makes a jagged cut, and the contents of the can can enter the wound as it is made. If your table is porcelain topped or has another smooth finish, put down your handy, little cutting board, or a cloth, and set the can on that, and lessen the chance of its slipping as it is being opened. When the can has been emptied, turn the lid back in place, thus protecting as much as possible the ragged edges of the can and lid.

If home accident statistics were as available as are industry's accidents, one wonders how many burned hands and arms the figures would show as the toll from carelessly placed tea kettles. It is so easy to learn to put the tea kettle on a back burner when possible, and always to turn the spout to the back—thus avoiding the necessity of reaching over it. With the pain and the annoyance that follows a steam burn, it seems unbelievable that otherwise careful women will accept steam burns from a teakettle spout as a part of housekeeping tasks.

Sometimes serious damage by fire may be avoided by the prompt use of soda and water. A wise housewife will keep an open container of ordinary baking soda where it may be quickly reached and emptied into a pan. Fill the pan with either hot or cold water and throw onto the fire. Gases are generated which will smother the flames and at the same time do small damage to the food that is being prepared. It is especially well to be ready with this simple fire-fighting means, if small children are in the kitchen where their is danger of their clothing catching fire. A soda-water bath will not hurt the child and it will extinguish the flames.

Another phase of safety in the home, upon which we have no statistics, but must base our conclusions solely upon one thing. That is the care of cooked foods. The exaggerated claims of rival methods of refrigeration have produced such a confusion of thought that it is hard for the modern housewife to decide where facts leave off and fiction begins. Her mother and her grandmother knew that cooked foods would not keep very long and their problem was easy to solve—either cook less or serve the leftovers at the next meal! Their families led a more active life and did not come to the table with such jaded appetites as we bring these days, and so the same food, two meals in succession, presented no problem.

Much food that has not actually spoiled should not be used. Who can say how many "'ruffed tempers," or how much inefficient effort, might be accurately traced to food that has been eaten "to save it"? No housewife deliberately serves food that has stood so long it should go into the garbage can—but many do it unknowingly. Be sure that you have the type of refrigeration that will keep food for days—then be on the alert to see that it ALWAYS functions properly, and thus safeguard the health of the family. Remember that it does not have to be a case of ptomaine poisoning to destroy the efficiency of those you feed.—*Staley Journal.*

World's Train Service Record

(*Continued from page 52*)

sene lighted cars. At first he received $90 per month on this run; however the General Passenger Agent and Superintendent Theodore Voorhees rode with him from Whitehall to Troy one night and noticed the volume of traffic handled. The next time he went to sign the payroll the rate had been changed to $120 per month.

When the first through passenger train was operated from Albany to Montreal via the Rensselaer and Saratoga, the Ogdensburg and Lake Champlain, and the Grand Trunk railroads, MR. THAYER was aboard as baggageman. That night in Montreal he met an acquaintance, Felix J. Morris, one of the actors who was to take part in the presentation of the premier of *Rosedale or The Rifle Ball*, the first play to be presented in the then new Montreal Academy of Music, and which was part of the program prepared in celebration of the inauguration of the new international train service. Mr. Morris told MR. THAYER that if he would bring the other members of the train crew to his dressing room that night, he would see that they received passes to the performance. Arriving at the theatre MR. THAYER was given five tickets calling for front row seats and he still treasures the program of that initial play in a famous theater which has since been torn down.

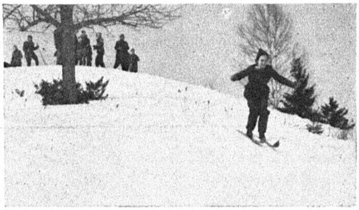
From 1881 until the time of his retirement, MR. THAYER continued in main line passenger service, first operating trains only to Rouses Point, but for many years running into the Windsor Station, Montreal, on *The Montreal Limited*.

His particular pride was Locomotive 606, which was assigned to his run. He loves to tell of an incident which occurred in Montreal some years ago, in support of his contention that *The 606* has no superiors in America. *The Montreal Limited* having been stopped on a steep grade, MR. THAYER was offered a "pusher" to help start his train; however, he called to the superintendent, who was standing nearby, to give *The Limited* the track. That official, looking back over the 21 Pullman cars behind *The 606*, smiled, but signaled the towerman to give them the right of way. When the engineman got the green board, "He walked her up that grade as if she had nothing but a wooden coach or two behind her," says MR. THAYER, while the superintendent stared in amazement.

MR. THAYER, who will be 80 years old this December, is still unusually active for a man of his years, dividing his time between his "den," with its scrap books and old railroading records, and his downstairs work room which is equipped with wood- and metal-working machinery of all kinds in his home, 1014 25th Street, Watervliet.

Snow Trains

(*Continued from page 54*)



Starting Down

to the top of Gore Mountain, there to divide into groups of 20, each headed by a veteran Adirondack guide, who will lead the way down the mountain trails to the village. Everyone will carry his lunch in a knapsack, planning to spend the entire day hiking, exploring, and following other forms of woodcraft. This train is expected to prove popular with those who would spend more time "getting back to nature" were it not for the tiresome drive, over congested highways, getting to and from good hiking territory.

Marvelous

The traveler, arriving late at his destination, had to be content with cold chicken for his evening meal in the hotel restaurant.

When he finished he noticed a tramp outside the window eyeing the remainder of the chicken hungrily, so he passed it through to him.

A year later the traveler called at the same hotel for another meal, and was recognized by a waitress. She sought out the manager, and pointing to the visitor, said, excitedly, "There 'e is, sir! That's the man who ate the chicken—bones and all!"

Faddism in Foods

Prejudices, Superstitions, Imaginary Fears and False Theories!

FADDISM has invaded the field of diets and foods to a greater extent than any other one field. Even among our own friends, we find many individuals advocating that this or that food product added to or subtracted from the regular diet not only will cure all the aches, pains and discomforts that humans are heir to, but also will guarantee health, long life and prosperity.

Practically every food fad is based at least on a half-truth but most of us have not the scientific background to know where truth leaves off and imagination begins. If all people were endowed with a "sixth sense" which would warn of the subtle influence of the power of suggestion, the influence of fear, and the desire to believe, there would be no need for advice on this subject! Too frequently, as a result of the propaganda of food faddists, competent, sane advice on the subject of nutrition has been somewhat discredited because the average person all too often cannot discriminate between those who know what they are talking about and those who lack scientific information on this subject.

Fortunately some of these food fads and fallacies, based on prejudices, superstitions, imaginary fears and false theories, are in no way harmful except as they harass the housewife who is trying to please every member of the family and reconcile likes and dislikes. Eating fish "for better brains," celery "for the nerves," and onions "for insomnia," are all harmless enough in themselves because, after all, foods such as these should be included in everyone's diet. Of slightly different nature are those unwarranted beliefs that certain combinations of food do not mix without causing distress.

Another idea, which is being given wide publicity at the present time, is that proteins, such as meats and eggs, and carbohydrates, including sugar and starches, should not be eaten in the same meal. It is hard to believe that intelligent individuals will subscribe to such an idea when Nature has combined these very substances in almost every food we eat. Even milk, "the most nearly perfect food," contains both carbohydrates and proteins; they are combined also in bread, potatoes and many vegetables. Shall we say that all the crackers, bread, cereal and milk consumed in the past have been detrimental to health? There is no scientific reason why we should not continue to eat a variety of foods at each and every meal. The improvement in health which may have been noted in a few individuals after they have followed such a fad as suggested above is doubtless due to the fact that while previously they ate too much, they now eat less, have more regular eating habits and are including more of the so-called "protective foods" such as milk, vegetables and fruits in the daily meals.

Acidosis is an over-worked word at the present time, although there is some slight indication that it is losing its power of appealing to the imagination and the emotions of the average man or woman. True acidosis is not of common occurrence and, if present, is usually the result of a major disturbance requiring the services of a physician. The majority of us who are living on a normal, adequate diet seldom will have to worry about acidosis. Hyper-acidity of the stomach, with which the above term is often confused, usually is a symptom of an abnormal condition rather than an entity in itself. In this case, too, one should consult a physician to determine the cause rather than take the advice of friends, each of whom may have a different "solution" of the problem.

The fad to get thin, whatever the cost, probably has caused more real illness and suffering than any of those already mentioned. Many women, and men too, who have become waist-line conscious, subscribe to "obesity cures" which all too often promise to effect great reductions without dieting or exercise—a claim impossible of fulfillment unless dangerous drugs are used. The best way to get thin is *not* to get fat; and, if you have been careless in this respect in the past, see your own physician who will advise safe, sane and sure methods rather than freak diets and too strenuous reducing.

Remember that even the advice of well-meaning friends is not always safe; often such advice does more harm than good, for each person is an individual with his or her own individual food needs. Do not make a fetish out of nutrition; a healthy mind is as essential as an adequate diet. Eat three meals each day, including a wide variety of the usual foods, with emphasis always on regularity!
—Dr. L. D. Bristol in *Long Lines*.

The Reason

"A man is poor not because he has nothing, but because he does nothing."

"Nobody's"

(It Belongs to the Government)

NOT long ago I was reading one of the many recent articles on Russia. The article described, among other events, the visit of a Soviet official to a Siberian farm village. It seems that his purpose was to inspect the agricultural machinery supplied to the commune (if that is the correct term) by the central government.

To his amazement he found the equipment "housed" in the open air of the village square, without protection of any sort. Although but a few months old, it was rotted and rusted to a point where it was practically useless. He looked around for someone to question on the matter and finally found a peasant farmer. He asked the man why better care had not been taken of this expensive machinery—why it had not been properly covered and lubricated for future use—finally becoming quite indignant.

"But," protested the peasant, "it doesn't belong to anyone."

The man's answer was not stressed in any way, though I think it should have been. It states in a few words the reason why government ownership, in Russia or any other country, is doomed to failure, except under rare conditions.

John Average Citizen regards a government as a vague and nebulous body which distributes jobs and financial largess to the deserving, operates certain public services and provides speeches to argue about. He refuses to recognize it as the personal representative of himself and other citizens. He refuses to recognize that, regardless of his station in life, he must pay his share of the cost of its operation. In this latter mistake he is aided by the present system of indirect taxation which many nations are employing.

John A. Citizen, too, refuses to recognize that government services and utilities are being paid for by his tax money. While it is true that users of some of these services are supposed to pay for them, there are usually deficits which must be made up from the general tax funds. And John's misunderstanding of government is the reason for these deficits. He will not work as efficiently for a government service as for himself or a private business. He will not care for and preserve government property, because "it doesn't belong to anyone."

Everybody's property is nobody's property.—*Clement Comments.*

People Will Talk

YOU may get through the world, but it will be very slow, if you listen to all that is said as you go. You will be worried and fretted and kept in a stew, for meddlesome tongues must have something to do—
And people will talk.

If quiet and modest, you'll have it presumed that your humble position is only assumed; you're a wolf in sheep's clothing, or else you're a fool, but don't get excited, keep perfectly cool—
For people will talk.

And then if you show the least boldness of heart, or a slight inclination to take your own part, they will call you an upstart, conceited, and vain; but keep straight ahead, don't stop to explain—
For people will talk.

If threadbare your dress, and old-fashioned your hat, someone will surely take notice of that, and hint rather strongly you can't pay your way. But don't get excited whatever they say—
For people will talk.

If your dress is in fashion, don't think to escape, for they criticise then in a different shape. You're ahead of your means, or your tailor's unpaid. But mind your own business, there's nought to be made—
For people will talk.

The best thing to do is to do as you please, for your mind, if you have one, will then be at ease. Of course you will meet with all sorts of abuse, but don't think to stop them, it's not any use—
And people will talk.

—*B-M-T Monthly.*

This Earth

THIS old earth of ours, weighing 6,000,000,000,000,000,000,000, tons, turns clear over once every 24 hours at a speed of 1,000 miles an hour. It does this noiselessly and without disturbing our delicate, movable atmosphere. When we said, "Not a leaf was stirring," this earth was spinning around at 1,000 miles per hour.

Besides turning around at this terrific speed, this earth is ripping through space on its annual race around the sun, 75 times faster than a cannon ball can travel. Sixty-six thousand miles an hour is the rate at which our earth is rushing every hour in order to make its trip around the sun by December 31. Only God could be the chauffeur of this tremendous vehicle with its 1,804,127,000 passengers.—*Clipped.*

Clicks from the Rails

A Train Robber

scare was recently exploded by a Pere Marquette passenger train conductor, much to the disappointment of the two Grand Haven, Mich., boys who had watched the preparations to "wreck the train." The very much excited youngsters told the conductor that they had seen a man "putting things on the track ahead of the train and making a red fire." It didn't take the conductor long to solve the mystery: the "train robber" was the flagman of a freight train placing torpedoes and fusees on the track to protect the rear of his train while the engine was picking up some cars.

An "Invisible Town"

has been discovered in Indiana. Residents of Carbon, Ind., and adjacent rural routes received their mail a day late so frequently that they complained. Investigation developed that their mail is thrown off a fast train which makes no stop at the station. When a northwest wind is blowing, which is quite often, the steam and smoke from the locomotive swirl into the mail car door so the clerks cannot see the town. Rather than drop the mail sack in the open country they carried it through to Terre Haute, whence it was returned the next day.

Bullet-proof Trains

are constructed in Central America by putting old telephone directories between the two sheets of steel which ordinarily form the car sides. Although the cars were built of double steel plates, these had been penetrated by the high-powered bullets fired by bandits who frequently attack the trains. Someone discovered that when telephone books were placed between the plates the bullets did not come through. Thereupon an order was placed for 4,000 pounds of old New York telephone books.

"The Tailwind"

is the native's name for the steam-powered second section of the Burlington *Zephyr*, now in regular operation to accommodate the overflow from the two and a half car automotive unit. Perhaps it comes in handy when the "flyer" fails to function and has to be pushed into town. By the way, how does a mere steam locomotive and a bunch of ordinary coaches manage to keep up with the new $300,000 streamliner?

Pullman City, Mexico,

will be the temporary address of thousands of tourists expected by Mexico City this spring and summer. Conscious of the inadequate hotel accommodations of the capital city, the National Railways management is planning to provide for parking 144 Pullman and 31 baggage cars in the heart of the business district, thus providing for 3,000 tourists who may be unable to find suitable quarters elsewhere.

An Escaped Alligator

sent cold shivers up and down the spine of Messenger Fred Knight in the express car of a speeding train near Tarboro, N. C., when it began snapping at his trouser leg while he was checking his load. A mail clerk responded to his cries for help but beat a hasty retreat after looking the situation over. Mr. Knight finally trapped the 'gator under an empty barrel where it completed its trip.

The Seven-foot Gauge

of the Great Western Railway, of England, is recalled in connection with the centenary celebration planned for this year. Incorporated in 1835, it at one time owned more mileage than any other British system. It was converted to standard gauge in May, 1892.

"Boomer,"

a dog, has met every Missouri Pacific and Rock Island passenger train entering Herrington, Kan., since the day in 1929 when his master started east by rail for a surgical operation. The master never returned—and never will—but "Boomer" does not know and still hurries along the platform hopefully scanning the face of each passenger who alights. Although invariably disappointed, he is on hand when the next train is due.

A British Stationmaster,

upon receipt of a car labelled "Fish" consigned to a local firm, remembered that such cars have to be kept in motion to pump air into the tanks to keep the fish from dying, and had the car switched back and forth periodically for 24 hours. When the owner came to claim the shipment he thanked the stationmaster for his alertness, even though the switching had been unnecessary; the fish were canned sardines.

Airplane-Train Collisions,

although not as numerous as automobile-train mixups, do occur. Not long ago an airplane pilot, with thousands of square miles of open country in which to land, dived through the roof of a Pan Handle & Santa Fe stock car at Menard, Texas. While both the stock car and the airplane were badly damaged, the pilot and his two passengers were uninjured.

A One-ton Cheese

recently moved from Denmark, Wis., to New York City, by Railway Express refrigerator car service. The single piece of cheese weighed 2,232 pounds, while the skid on which it traveled added 68 pounds, making a total of 2,300 pounds.

IF I would smile a little more,
And I would kinder be;
If you would stop to think before
You speak of faults you see;
If I would show more patience, too,
With all with whom I'm hurled,
Then I would help—and so would you—
To make a better world.

—ANON.